

Air Education and Training Command

Replenishing the Combat Capability of America's Air Force

T-38C Program Briefing for Industry Day



U.S. AIR FORCE



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Integrity - Service - Excellence



Overview



- T-38 Operations
 - Specialized Undergraduate Pilot Training (SUPT)
 - Euro NATO Joint Jet Pilot Training (ENJJPT)
 - Introduction to Fighter Fundamentals (IFF)
 - Pilot Instructor Training (PIT)
- T-38 Modifications
 - Avionics Upgrade Program (AUP)
 - Propulsion Modernization Program (PMP)



T-38 Operations



- SUPT conducted at 3 bases: Laughlin, Columbus, ~~Sheppard~~ Vance
 - Approx 345 students, 56,600 hrs at 24 UTE per yr
- ENJJPT conducted at Sheppard AFB
 - Approx 250 students, 36,200 hrs per yr
- IFF conducted at 2 bases: Moody and Sheppard
 - Approx 400 students, 20,000 hrs per yr
- PIT conducted at Sheppard and Randolph
 - Approx 155 students 12,000 hrs per yr



Current T-38 Modification Programs



- Avionics Upgrade Program (AUP)
- Propulsion Modernization Program (PMP)



T-38 AUP



- Objectives
 - Correct T-38A/B avionics training deficiencies
 - Improve avionics reliability, maintainability, availability
- Scope
 - T-38C replaces 453 AETC T-38A and AT-38Bs
 - ATDs replace all T-51 / T-94 Sims and CPTs
 - New T.O.s, syllabi and courseware
 - Boeing - Prime Contractor



21st Century Training Continuum



T-6A

- Primary Trainer
- Glass Displays



T-38C

- Advanced Trainer
- Glass Displays/HUD
- Integrated Digital Avionics



F-15E

- Operational Fighter
- Glass Displays/HUD
- Integrated Digital Avionics/Weapon



T-38C Beddown Plan



| | <u>1st Arrival</u> | <u>Complete</u> |
|----------------|-------------------------------|-----------------|
| Moody (67) | May 01 | Jul 02 |
| Columbus (66) | Jul 02 | Apr 03 |
| Vance (63) | Apr 03 | Jan 04 |
| Randolph (39) | Jan 04 | Jun 04 |
| Laughlin (78) | Jul 04 | Jul 05 |
| Sheppard (124) | Jul 05 | Sep 08 |



T-38 PMP Description



- Objective
 - Improve Engine Reliability
 - Improve Aircraft Performance
- Scope
 - Component Improvements to the J85-GE-5 Engine
 - Corrects Safety Concerns and Improves RM&A
 - Aircraft Inlet and Ejector Upgrade
 - Improves Safety, Performance, and Efficiency
 - Correct Fuselage Stress Corrosion Cracks



T-38 PMP Contractors



General Electric (Engine and Ejector) Sole Source

CPI Aerostructures (Inlet and Bulkhead Kits)

LSI - Contract Field Team (CFT) (Installation of Inlet, Bulkheads, Ejector & Engine)

Air Force is the Integrator for PMP



T-38 PMP Bed down



PMP follows same sequence as AUP

- Begins with Moody T-38Cs
- Last Moody PMP delivery in Aug 04
- PMP Modification line runs through Jul 12
 - Slower modification pace than AUP
 - Must leave enough T-38Cs at each unit to accomplish mission



T-38 Escape System Upgrade Program



Escape System Upgrade



- Two major reasons for program
 - Improved accommodation
 - Improved system performance
- Improve Accommodation—Key Requirement
 - Current system does not match current T-6 capability
 - Seat, Aircraft need to accommodate JPATS cases 1-6
 - Accept pilot nude weight from 103 to 245 Lbs
- Improve System Performance—Key Requirement
 - Need a “Zero-Zero” capability
 - Integrated parachute with seat
 - Inter-seat Sequencing System
 - Active leg restraint
 - 550 KEAS functional ejection speed capability
 - Allow users to safely operate from sea level to 50,000Ft



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